units produced under the original type acceptance authorization comply with the requirements of this paragraph without change to the original circuitry.

(c) An applicant for a station license may request type acceptance for an individual transmitter by following the type acceptance procedure in part 2 of this chapter. Such a transmitter will be individually type accepted and so noted on the station license, but will not generally be included in the Commission's ''Radio Equipment List—Equipment Acceptable for Licensing''.

(d) An applicant for type acceptance of equipment intended for transmission in any of the frequency bands listed in paragraph (d)(3) of this section must notify the FAA of the filing of a type acceptance application. The letter of notification must be mailed to: FAA, Spectrum Engineering Division, 800 Independence Ave. SW., Washington, DC 20591 no later than the date of filing of the application with the Commission.

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(2) The type acceptance application must include a copy of the notification letter to the FAA. The Commission will not act for 21 days after receipt of the application to afford the FAA an opportunity to comment. If the FAA objects to the application for equipment authorization, it should mail its objection with a showing that the equipment is incompatible with the National Airspace System to: Office of Engineering and Technology—Laurel Laboratory, Authorization and Evaluation Division, 7435 Oakland Mills Rd., Columbia, MD 21046. If the Commission receives such an objection, the Commission will consider the FAA showing before taking final action on the application.

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(e) Application for notification of ELTs capable of operating on the frequency 406.025 MHz must include sufficient documentation to show that the ELT meets the requirements of §87.199(a). A letter notifying the FAA of the filing of an application for a grant of notification must be mailed to: FAA, Spectrum Engineering Division, 800 Independence Avenue SW., Washington, DC 20591 no later than the date of filing of the application with the Commission.

§87.149 Special requirements for automatic link establishment (ALE).

Brief signalling for the purposes of measuring the quality of a radio channel and thereafter establishing communication shall be permitted within the 2 MHz–30 MHz band. Public coast stations licensed under part 80 of this chapter providing high seas service are authorized by rule to use such signalling under the following conditions:

(a) The transmitter power shall not exceed 100 W ERP;

(b) Transmissions must sweep linearly in frequency at a rate of at least 60 kHz per second, occupying any 3 kHz bandwidth for less than 50 milliseconds;

(c) The transmitter shall scan the band no more than four times per hour;

(d) Transmissions within 6 kHz of the following protected frequencies and frequency bands must not exceed 10 μW peak ERP:

(1) Protected frequencies (kHz)

2091.0	4188.0	6312.0	12290.0	16420.0
2174.5	4207.5	8257.0	12392.0	16522.0
2182.0	5000.0	8291.0	12520.0	16695.0
2187.5	5167.5	8357.5	12563.0	16750.0
2500.0	5680.0	8364.0	12577.0	16804.5
3023.0	6215.0	8375.0	15000.0	20000.0
4000.0	6268.0	8414.5	16000.0	25000.0
4177.5	6282.0	10000.0		

(2) Protected bands (kHz)

4125.0–4128.0
8376.25–8386.75
13360.0–13410.0
25500.0–25670.0

(e) The instantaneous signal, which refers to the peak power that would be measured with the frequency sweep stopped, along with spurious emissions generated from the sweeping signal, must be attenuated below the peak carrier power (in watts) as follows:

(1) On any frequency more than 5 Hz from the instantaneous carrier frequency, at least 3 dB;

(2) On any frequency more than 250 Hz from the instantaneous carrier frequency, at least 40 dB; and

(3) On any frequency more than 7.5 kHz from the instantaneous carrier frequency, at least $43 + 10\log_{10}$ (peak power in watts) db.

[62 FR 40308, July 28, 1997]

Subpart E—Frequencies

§87.169 Scope.

This subpart contains class of station symbols and a frequency table which lists assignable frequencies. Frequencies in the Aviation Services will transmit communications for the safe, expeditious, and economic operation of

aircraft and the protection of life and property in the air. Each class of land station and Civil Air Patrol station may communicate in accordance with the particular sections of this part which govern these classes. Land stations in the Aviation Services in Alaska may transmit messages concerning sickness, death, weather, ice conditions or other matters relating to safety of life and property if there is no other established means of communications between the points in question and no charge is made for the communications service.

§87.171 Class of station symbols.

The two or three letter symbols for the classes of station in the aviation services are:

Symbol and class of station

AX—Aeronautical fixed
AXO—Aeronautical operational fixed
FA—Aeronautical land (unspecified)
FAU—Aeronautical advisory (unicom)
FAC—Airport control tower
FAE—Aeronautical enroute
FAM—Aeronautical multicom
FAP—Civil Air Patrol
FAR—Aeronautical search and rescue
FAS—Aviation support
FAT—Flight test
FAW—Automatic weather observation
MA—Aircraft (Air carrier and Private)
MA1—Air carrier aircraft only
MA2—Private aircraft only
MOU—Aeronautical utility mobile
MRT—ELT test
RL—Radionavigation land (unspecified)
RLA—Marker beacon
RLB—Radiobeacon
RLG—Glide path
RLL—Localizer
RLO—VHF omni-range
RLS—Surveillance radar
RLT—Radionavigation land test
RLW—Microwave landing system
TJ—Aircraft earth station in the Aeronautical Mobile-Satellite Service

[53 FR 28940, Aug. 1, 1988, as amended at 57 FR 45750, Oct. 5, 1992]

§87.173 Frequencies.

(a) The table in paragraph (b) of this section lists assignable carrier frequencies or frequency bands.

(1) The single letter symbol appearing in the ''Subpart'' column indicates the subpart of this part which contains additional applicable regulations.

(2) The two or three letter symbol appearing in the ''Class of Station'' column indicates the class of station to which the frequency is assignable.

(b) Frequency table:

Frequency or frequency band	Subpart	Class of station	Remarks
90–110 kHz	Q	RL	LORAN''C''.
190–285 kHz	Q	RLB	Radiobeacons.
200–285 kHz	O	FAC	Air traffic control.
325–405 kHz	O	FAC	Air traffic control.
325–435 kHz	Q	RLB	Radiobeacons.
410.0 kHz	F	MA	International direction-finding for use outside of U.S.
457.0 kHz	F	MA	Working frequency for aircraft on over water flights.
500.0 kHz	F	MA	International calling and distress frequency for ships and aircraft on over water flights.
510.525 kHz	Q	RLB	Radiobeacons.
2182.0 kHz	F	MA	International distress and calling.
2371.0 kHz	R	MA, FAP	Civil Air Patrol.
2374.0 kHz	R	MA, FAP	Civil Air Patrol.
2648.0 kHz	I	AX	Alaska station.
2851.0 kHz	I, J	MA, FAE, FAT	International HF (AFI); Flight test.
2854.0 kHz	I	MA, FAE	International HF (SAT).
2866.0 kHz	I	MA, FAE	Domestic HF (Alaska).
2869.0 kHz	I	MA, FAE	International HF (CEP).
2872.0 kHz	I	MA, FAE	International HF (NAT).
2875.0 kHz	I	MA, FAE	Domestic HF.
2878.0 kHz	I	MA1, FAE	Domestic HF; International HF (AFI).
2887.0 kHz	I	MA, FAE	International HF (CAR).
2899.0 kHz	I	MA, FAE	International HF (NAT).
2911.0 kHz	I	MA, FAE	Domestic HF.
2932.0 kHz	I	MA, FAE	International HF (NP).
2935.0 kHz	I	MA, FAE	International HF (SAT).
2944.0 kHz	I	MA, FAE	International HF (SAM and MID).
2956.0 kHz	I	MA, FAE	Domestic HF.
2962.0 kHz	I	MA, FAE	International HF (NAT).
2971.0 kHz	I	MA, FAE	International HF (NAT).
2992.0 kHz	I	MA, FAE	International HF (MID).
2998.0 kHz	I	MA, FAE	International HF (CWP).